



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10  
1200 Sixth Avenue  
Seattle, Washington 98101

June 8, 2000

Reply To  
Attn Of:           OAQ-107

C. Stephen Allred, Administrator  
Idaho Division of Environmental Quality  
1410 North Hilton  
Boise, ID 83720

Re: Portneuf Valley Motor Vehicle Emissions Budget Adequacy

Dear Mr. Allred:

We have found inadequate for transportation conformity purposes the motor vehicle emission budget "the budget" in the Portneuf Valley Particulate Matter (PM<sub>10</sub>) Air Quality Improvement Plan, "the AQ Plan" Pocatello, Idaho. This finding is based on the exceedences of the PM<sub>10</sub> NAAQS recorded in December 1999, and the need to re-visit the planning effort for the Portneuf Valley PM<sub>10</sub> nonattainment area. As a result of our inadequacy finding, the Bannock Planning Organization and the Federal Highway Administration cannot use this budget in future conformity analyses. Transportation conformity will need to be conducted using the emission reduction tests consistent with 40 CFR 93.119 (c).

On March 2, 1999, the United States Court of Appeals for the District of Columbia issued a decision on EPA's conformity rule revisions in response to a court case brought by the Environmental Defense Fund. This decision stated that EPA must make a positive determination that the submitted budget is adequate. In response to the court's decision, EPA issued guidance on our new adequacy process on May 14, 1999.

On February 26, 1999, EPA Idaho Division of Environmental Quality submitted the Portneuf Valley PM<sub>10</sub> Air Quality Improvement Plan for the PM<sub>10</sub> moderate nonattainment area. The Plan identifies a regional motor vehicle emission budget of 2,206 metric tons of directly-emitted PM<sub>10</sub> per day for the year 1997. This represents 39.7 percent of the total emission inventory. This was the only budget included in the Plan. Pursuant to the May 14, 1999 guidance we announced the receipt of the plan on the Internet and requested public comments by March 13, 2000. We received no comments on the Plan.

We determined that the budget is inadequate based on the third and fourth of the six criteria listed in 40 CFR 93.118(4). The first criterion we based our determination on is found in 40 CFR 93.118(4)(iv). It requires that the motor vehicle emissions budget, when considered with all other emissions sources, is consistent with applicable requirements for attainment.

The AQ Plan was originally prepared to meet planning requirements necessary to revoke the 1987 PM<sub>10</sub> NAAQS, in accordance with 40 CFR 50.6(d). In May 1999, the D.C. Circuit Court in the American Trucking Association opinion, vacated the 1997 PM<sub>10</sub> NAAQS effectively reinstating the 1987 PM<sub>10</sub> NAAQS and all related planning requirements. After the ATA ruling, EPA developed the Clean Data Policy for approval of state implementation plans in simple airsheds that have also recorded several years of clean data. Portneuf Valley PM<sub>10</sub> nonattainment area met the criteria for the Clean Data Policy until the air pollution episode in December 1999. In that episode, three exceedences of the PM<sub>10</sub> NAAQS were recorded. In addition, high concentrations of secondary aerosol were observed on the filters that recorded these exceedences. We now believe that full planning requirements, including modeling, must be completed before EPA can consider approval of the state implementation plan and adequacy of the budget for conformity purposes.

In revisiting the planning effort, including the emission inventory and attainment demonstration, the following areas of concern should be considered: PM<sub>10</sub> precursors, condensable PM<sub>10</sub>, and adequacy of source test data.

We also have some concerns with how the AQ Plan addresses another of the adequacy criterion. The regulation in 40 CFR 93.118(4)(iii) requires that the motor vehicle emissions budget be clearly identified and precisely quantified. Even though the budget is clearly identified on page 53, it includes all-terrain vehicle and snowmobile emissions which, even though they are very small, are not to be included in the budget. The budget should only include on-road mobile sources.

We will announce this inadequacy determination in the Federal Register. This determination becomes effective 15 days after the Federal Register Announcement.

If you have any questions, please contact Wayne Elson at (206) 553-1463 or Steve Body at (206) 553-0782.

Sincerely,

/s/

Barbara McAllister, Director  
Office of Air Quality

cc: Mori Byington, Bannock Planning Organization  
Scott Frey, Federal Highway Administration  
Melissa Keller, IDEQ- Pocatello Regional Office